

FFY 2019 State / Regional Resources

Summary																			
		FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023			FFY 2019 - 2023		
FHWA State Resources ¹	TIP Code	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
National Highway Performance Program	NHPP	\$748,741,377	\$187,185,344	\$935,926,721	\$748,741,377	\$187,185,344	\$935,926,721	\$748,741,377	\$187,185,344	\$935,926,721	\$748,741,377	\$187,185,344	\$935,926,721	\$748,741,377	\$187,185,344	\$935,926,721	\$3,743,706,885	\$935,926,721	\$4,679,633,606
National Highway System Bridge Penalty	NHPP-Bridge Penalty	\$72,973,630	\$18,243,408	\$91,217,038	\$72,973,630	\$18,243,408	\$91,217,038	\$72,973,630	\$18,243,408	\$91,217,038	\$72,973,630	\$18,243,408	\$91,217,038	\$72,973,630	\$18,243,408	\$91,217,038	\$364,868,150	\$91,217,038	\$456,085,188
National Highway Freight Program	NHFP	\$47,381,922	\$11,845,481	\$59,227,403	\$47,381,922	\$11,845,481	\$59,227,403	\$47,381,922	\$11,845,481	\$59,227,403	\$47,381,922	\$11,845,481	\$59,227,403	\$47,381,922	\$11,845,481	\$59,227,403	\$236,909,610	\$59,227,403	\$296,137,013
Surface Transportation Program	STP-Urban	\$197,941,191	\$49,485,298	\$247,426,489	\$197,941,191	\$49,485,298	\$247,426,489	\$197,941,191	\$49,485,298	\$247,426,489	\$197,941,191	\$49,485,298	\$247,426,489	\$197,941,191	\$49,485,298	\$247,426,489	\$989,705,955	\$247,426,489	\$1,237,132,444
Highway Safety Improvement Program	HSIP	\$73,212,698	\$8,134,744	\$81,347,442	\$73,212,698	\$8,134,744	\$81,347,442	\$73,212,698	\$8,134,744	\$81,347,442	\$73,212,698	\$8,134,744	\$81,347,442	\$73,212,698	\$8,134,744	\$81,347,442	\$366,063,490	\$40,673,721	\$406,737,211
Bridge ²	STP-Bridge	\$38,192,321	\$9,548,080	\$47,740,401	\$38,192,321	\$9,548,080	\$47,740,401	\$38,192,321	\$9,548,080	\$47,740,401	\$38,192,321	\$9,548,080	\$47,740,401	\$38,192,321	\$9,548,080	\$47,740,401	\$190,961,605	\$47,740,401	\$238,702,006
Recreational Trails	RECTP	\$1,510,044	\$377,511	\$1,887,555	\$1,510,044	\$377,511	\$1,887,555	\$1,510,044	\$377,511	\$1,887,555	\$1,510,044	\$377,511	\$1,887,555	\$1,510,044	\$377,511	\$1,887,555	\$7,550,220	\$1,887,555	\$9,437,775
Rail-Highway Grade Crossings	RHGC	\$11,082,198	\$1,231,355	\$12,313,553	\$11,082,198	\$1,231,355	\$12,313,553	\$11,082,198	\$1,231,355	\$12,313,553	\$11,082,198	\$1,231,355	\$12,313,553	\$11,082,198	\$1,231,355	\$12,313,553	\$55,410,990	\$6,156,777	\$61,567,767
Transportation Alternatives Program	TAP-State	\$19,143,528	\$4,785,882	\$23,929,410	\$19,143,528	\$4,785,882	\$23,929,410	\$19,143,528	\$4,785,882	\$23,929,410	\$19,143,528	\$4,785,882	\$23,929,410	\$19,143,528	\$4,785,882	\$23,929,410	\$95,717,640	\$23,929,410	\$119,647,050
Statewide subtotal ³		\$1,210,178,909	\$290,837,103	\$1,501,016,012	\$1,210,178,909	\$290,837,103	\$1,501,016,012	\$1,210,178,909	\$290,837,103	\$1,501,016,012	\$1,210,178,909	\$290,837,103	\$1,501,016,012	\$1,210,178,909	\$290,837,103	\$1,501,016,012	\$6,050,894,545	\$1,454,185,514	\$7,505,080,059
FHWA (Regional/Urban) Resources ⁴																			
STP Local	STP-Local	\$141,282,255	\$35,320,564	\$176,602,819	\$141,282,255	\$35,320,564	\$176,602,819	\$141,282,255	\$35,320,564	\$176,602,819	\$141,282,255	\$35,320,564	\$176,602,819	\$141,282,255	\$35,320,564	\$176,602,819	\$706,411,275	\$176,602,819	\$883,014,094
STP Counties	STP-County	\$5,370,089	\$1,342,522	\$6,712,611	\$5	\$1	\$6	\$5	\$1	\$6	\$5	\$1	\$6	\$5	\$1	\$6	\$5,370,109	\$1,342,527	\$6,712,637
CMAQ	CMAQ	\$111,825,951	\$27,956,488	\$139,782,439	\$111,825,951	\$27,956,488	\$139,782,439	\$111,825,951	\$27,956,488	\$139,782,439	\$111,825,951	\$27,956,488	\$139,782,439	\$111,825,951	\$27,956,488	\$139,782,439	\$559,129,755	\$139,782,439	\$698,912,194
TAP Local	TAP-Local	\$9,117,104	\$2,279,276	\$11,396,380	\$9,117,104	\$2,279,276	\$11,396,380	\$9,117,104	\$2,279,276	\$11,396,380	\$9,117,104	\$2,279,276	\$11,396,380	\$9,117,104	\$2,279,276	\$11,396,380	\$45,585,520	\$11,396,380	\$56,981,900
Regional Subtotal		\$267,595,399	\$66,898,850	\$334,494,249	\$262,225,315	\$65,556,329	\$327,781,644	\$262,225,315	\$65,556,329	\$327,781,644	\$262,225,315	\$65,556,329	\$327,781,644	\$262,225,315	\$65,556,329	\$327,781,644	\$1,316,496,659	\$329,124,165	\$1,645,620,824
al Available FHWA/State/Local Resources		\$1,477,774,308	\$357,735,953	\$1,835,510,261	\$1,472,404,224	\$356,393,432	\$1,828,797,656	\$1,472,404,224	\$356,393,432	\$1,828,797,656	\$1,472,404,224	\$356,393,432	\$1,828,797,656	\$1,472,404,224	\$356,393,432	\$1,828,797,656	\$7,367,391,204	\$1,783,309,679	\$9,150,700,883
Transit (FTA region-wide) ^{5,6}																			
Section 5307/5340	5307/5340	\$252,338,251	\$0	\$252,338,251	\$255,224,865	\$0	\$255,224,865	\$258,144,501	\$0	\$258,144,501	\$261,097,535	\$0	\$261,097,535	\$264,084,460	\$0	\$264,084,460	\$1,290,889,612	\$0	\$1,290,889,612
Section 5337 State of Good Repair	5337	\$244,627,410	\$0	\$244,627,410	\$247,110,434	\$0	\$247,110,434	\$249,618,661	\$0	\$249,618,661	\$252,152,347	\$0	\$252,152,347	\$254,711,751	\$0	\$254,711,751	\$1,248,220,603	\$0	\$1,248,220,603
Section 5339 Bus and Bus Facilities	5339	\$13,588,139	\$0	\$13,588,139	\$13,940,911	\$0	\$13,940,911	\$14,302,843	\$0	\$14,302,843	\$14,674,170	\$0	\$14,674,170	\$15,055,138	\$0	\$15,055,138	\$71,561,201	\$0	\$71,561,201
Section 5310 Seniors & Individuals with Disabilities ⁷	5310	\$6,656,000	\$0	\$6,656,000	\$6,656,000	\$0	\$6,656,000	\$6,656,000	\$0	\$6,656,000	\$6,656,000	\$0	\$6,656,000	\$6,656,000	\$0	\$6,656,000	\$33,280,000	\$0	\$33,280,000
Transit subtotals by FFY		\$517,209,800	\$0	\$517,209,800	\$522,932,210	\$0	\$522,932,210	\$528,722,005	\$0	\$528,722,005	\$534,580,052	\$0	\$534,580,052	\$540,507,349	\$0	\$540,507,349	\$2,643,951,416	\$0	\$2,643,951,416
State/RTA/Local Transit Funds ⁸			\$84,896,958			\$195,497,798			\$37,700,654			\$32,455,000			\$162,455,000			\$513,005,410	
Total Available Resources for Transit				\$602,106,758			\$718,430,008			\$566,422,659			\$567,035,052			\$702,962,349			\$3,156,956,826
		\$3,205,163,017		\$2,437,617,019			\$2,547,227,664			\$2,395,220,315			\$2,395,832,708			\$2,531,760,005			\$12,307,657,709

TIP Code = fund source designation in CMAP's eTIP Database

1. FHWA State Resources are derived from FHWA's apportionment notice 4510.828 (<https://www.fhwa.dot.gov/legsregs/directives/notices/n4510828/>) and reflect FFY 18 apportionments as shown in the Federal Management Information System (FMIS) on 10/9/18.
2. Bridge funds are funds identified for bridges by IDOT for the seven counties in the CMAP region, in IDOT circular 2017-27, dated 12/19/17.
3. Federal resources do not include Metropolitan Planning or State Planning and Research (SPR) funds. These funds are \$18,054,267 and \$30,125,751 in FFY19. SPR funds are deducted from NHPP, STP, HSIP, Railway-Highway Crossings and CMAQ per the FAST Act.
4. Regional resources are based on FHWA suballocation of apportionment guidance (https://www.fhwa.dot.gov/cfo/suballocation_qa.cfm) and IDOT memorandums and circular (2017-27) pertaining to regional resource allocations for STP-Local, TAP-Local, STP-Bridge, STP-County.

5. Transit resources are provided to CMAP by the RTA (ordinance No 2018-44) and are current as of 8/23/18. Federal transit resources are primarily FTA formula funds and do not include competitive grants such as CMAQ that the service boards are eligible to apply for.
6. FTA grants require a 20% match. To fulfill the match requirement CTA, Metra, Pace, and RTA may provide a cash match, but routinely use Transportation Development Credits in lieu of a cash match. It is anticipated that Transportation Development Credits will continue to be used as a match for the foreseeable future.
7. Section 5310 funds are derived from FTA Apportionment tables: <https://www.transit.dot.gov/funding/apportionments/table-8-fy-2018-section-5310-enhanced-mobility-seniors-and-people>
8. These funds are comprised of bonds, sales tax, local funds, etc. for use on capital projects, as reported by the RTA (ordinance No. 2018-44, Schedule II-A)

Note: The match ratio used to calculate the match amount is based on the typical match ratio for each fund source and is assumed to be available from the state and local jurisdictions.